

Rev (Spl) W. E. P.

Home (1917) Department.
(Miscellaneous)

Ordinary SERIES.

G.O. No. 410.

DATED 25. 4. 1917.

INDEXED

[Despatch Abstract.]

Migration - Ceylon.

Informing the Madura Co. Ltd., Tuticorin of the circumstances under which the Government have found it necessary to prohibit the embarkation at Tuticorin of third class passengers in general.

PAPERS PUT UP WITH CURRENT No. _____

Papers of the department to which the current belongs.

Number.	Date.	Original (=O) or spare copy (= S.C.).	Remarks. (In this column such of the papers as have been removed for copying, printing, etc., should be marked with a cross.)	Initials of Referencer with date in token of return to Reference department

Papers of other departments.

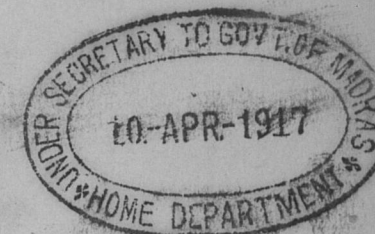
Department.	Number	Date.	Original (= O.) or spare copy (= S. C.).	Initials with date of (1) Referencer acknowledging returns of the paper concerned or (2) Despatcher to denote the return of the papers to the department concerned.

MADURA CO., LD.

Telegraphic Address :
"MADURACO."

TUTICORIN,

9th April 1917.



The Secretary,

Home Department,

Madras Government Secretariat,

MADRAS.

Sir,

We have the honour to inform you that on the 4th instant we were given a copy through the Sub-Divisional Officer here of Government Order No.326 dated 30th ultimo, and as this Order affected our Steamer Service, as well as vessels of our own and other Companies passing through Colombo, as well as seriously interfering with the trade of this port, we wired your goodself as follows:-

"Reference G.O.326 prohibiting unskilled labour proceeding Ceylon except through Mandapam, this will seriously affect earnings steamer service between Tuticorin Colombo, stop, the bulk of unskilled labour and third class passengers passing through Tuticorin and mostly recruited locally are labour coolies with knowledge of Harbour and ships work, also petty traders, stop, if Harbour labour is stopped will inconvenience Shipping Companies besides Government Transports and War vessels in Colombo Harbour for coaling and other purposes, stop, practically no Estate labour passes through Tuticorin to Colombo stop kindly therefore request your decision to allow all Colombo labour to pass through Tuticorin otherwise situation may become serious there for want of labour in clearing vessels reply."

which we now beg to confirm.

We very much regret to note that Government have passed such a drastic change without consulting us or any other Authorities here in any way, considering that this is the oldest route in

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"MADURACO."

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existence and the most natural to Ceylon. It may be true that since the War our Services have been curtailed, but this curtailment is solely due to our vessels having been requisitioned by Government, but at the same time a Service is maintained with Colombo to meet the existing requirements, and considering that about 75% of this Company's Fleet are now working for Government, we think it very unreasonable and unfair that Government should have passed the necessary orders without consulting us in any way.

It appears to us that Government have got a wrong impression that all third class passengers that proceed to Colombo are coolies recruited on account of the Ceylon Labour Commission for the various Estates in Ceylon, but this is not so, and we hasten to place the true facts before your goodself. In the first instance, we may mention that, since the opening of the Dhanushkodi route, the South Indian Railway have diverted through the Ceylon Labour Commission all the Estate labour via the Dhanushkodi route, although to several Districts in South India the Tuticorin route is the cheaper for all concerned, but this labour being recruited and having no voice in the choice of route are forced to go via Dhanushkodi. It is not however with this class of labour that we are interested. There are many third class passengers who go to Ceylon of their own free will, paying their own fares, such as the Harbour coolies, Wharf coolies, coaling coolies, Railway, D.P.W., Municipal Conservancy coolies, etc. These mostly come from the southern portions of the Tinnevely District, and they live in close proximity to Tataparai Camp and mostly walk to Tataparai

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No quarantine at Tuticorin. They import it after landing at Colombo.

Camp to undergo their quarantine period. The Estate labour sent by the Ceylon Labour Commission to Tataparai Camp is infinitesimal, averaging say about 10/15 coolies per week, but it is on account of the free labour which are not recruited in any way but go to Colombo spontaneously of their own free will that we now write about, and we think it very unfair that these people are now forced to go to Mandapam against their wishes. There is a regular flow of this free labour to & from Colombo according to the season and demands; for instance, by the s.s. "Lightning" that left here on Thursday last the 5th instant there was a batch of over 50 coolies who were returning to Colombo for work with the Ceylon Wharfage Company, the Government & Naval Contractors, after spending a holiday in their Native country. Another point we would like to impress with regard to this free labour who work in Colombo Harbour is that they are not in the same position as Estate coolies, they come back with money, whereas the Estate cooly is, as a rule, invariably in debt, and if he does return to Ceylon again he is usually recruited for another Estate under another name to evade his old responsibilities.

In the G.O. we also observe that no third class passengers are allowed to leave Tuticorin for Ceylon, and in this connection we might mention that the class by which persons travel is not a test to differentiate between skilled and unskilled labour, as, for instance, we find shippers of cargo travelling third class, Cattle shippers, Poultry shippers, Egg & Provision Dealers. These travel regularly in our steamers to & from Colombo as third class

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passengers, and if the G.O. is carried out in entirety it will be very serious for all the above class of people in Tuticorin, and there will be great hardships here, and people in Colombo will suffer through not being able to get their usual supplies and provisions. In this connection we might mention that the s.s. "Lightning" which left here on Thursday last the 5th carried 55 slaughtering bulls, 1121 sheep & goats, 321 baskets (containing 3 dozen each) of poultry & 282 baskets eggs, and this we might mention is about the usual quantity of livestock carried each trip, and the owners and attendants travel with same as third class passengers.

Under the new Rules Native servants of first & second class passengers who ordinarily travel third class will not now be permitted to travel with their masters.

As regards labour for Colombo Harbour, we again refer to this matter, and would mention that the Tuticorin Service being in vogue for so many years, the coolies working in the Harbour and elsewhere have got accustomed to same and prefer it to the Dhanushkodi route as more comfortable for them in every way. They cannot be forced to proceed via Madura, Mandapam and Dhanushkodi to Colombo as we endeavoured to persuade the batch of 50 that proceeded by the "Lightning" last trip to go by that route, and they refused to go, and said that they would return to their villages rather than proceed via Dhanushkodi. These coolies are all employed by the Ceylon Wharfage Company, a Company with which we are associated, and who are the Government Contractors to the Navy in Colombo, and who do all the coaling, etc. for all Government vessels, and our fear is

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that if the supply of their free labour is in any way interfered with, there will be a serious delay to vessels calling at the port of Colombo for coal, water & other purposes.

Under the above circumstances, we strongly urge on the Madras Government to fully reconsider the matter, otherwise we fear serious results from the orders now passed, and we await eagerly the results of the present representation.

In conclusion, we have to state that the Ceylon Government employ a highly qualified Officer of their Medical Service (Dr. K. Eapen, L.R.C.P. & S. Edin.), who is in sole charge of their Immigration work at this port, and we beg to suggest that the Madras Government empower him, under the direction of the Sub-Divisional Officer, Tuticorin, to allow all third class passengers proceeding to Colombo on business and of their own free will to go forward by steamer from Tuticorin; the Estate coolies being sent via Mandapam. By doing this the trade of the port will not suffer to any material extent, and the traders will be allowed to proceed to & from Colombo according to their needs.

We have the honour to be,

Sir,

Your most obedient servants,
For & on behalf of
Madura Co., Ltd.

Manager.
A G E N T S.

BRITISH INDIA STEAM NAVIGATION CO. LTD.

Home dept
(His)

Emigration - below

(Ch 1267)

From the Madura Co, Ltd, Tuticorin,
NOG/81/89, d the 9.4.1917.

For the u.s

The Madura Company's first protest was considered to be entirely interested and the Company was informed in G.O. no 361, Home (His), d the 6.4.17 that the Govt declined to reconsider the orders passed in G.O. no 326 d the 30.3.17.

C.F.

Ch 98 $\frac{388}{19.4.17}$ S

2 The present protest also overlooks the fact that the Govt have found it necessary to prohibit the embarkation at Tuticorin of 3rd class passengers in general in view of the difficulty foreseen in distinguishing between unskilled labourers and other third class passengers. This may perhaps be explained to the Madura Co who may be informed that the Govt see no reason to reconsider the orders.

A draft order is submitted for approval.

du

20.4.17

P. de R.

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5. The Madras Co. seem to assume that the Govt. only wishes estate coolies to have via Rameswaram and not to draw Taticorum to other kinds of labour; ~~that~~ ~~that~~ that hardly seems to be so; what the Govt. want is to get the handling of all kinds of labour, and to be able to single out the adult males & prevent them leaving India; to simplify this, all labour is ~~dis~~ directed through the Shemshakudi-Talamannur route; the Madras Co's obsession regarding estate coolies is clearly due to the employment of the Ceylon Labour Commission.

The suggestion to station an officer at Tukwila to prevent labourers as distinct from other 3rd class passengers has been considered, but not met with approval on the ground of the difficulties involved e.g. the opportunity for illicit money making.

The acceptance of the Madras Co's proposal will be a reversal of the present policy of Govt and cannot be entertained; moreover most of

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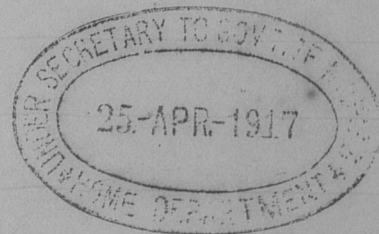
G.O. 396 D

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p 2 of 4 360 N
6-4-17

the grounds alleged by the Col are such a
more nearly hark the Ceylon Govt; and
in regard to them, that Govt itself has only
made an representation in favour of ~~the~~
putting no hindrance in the way of
Muhammadan harbours-coolies passing freely
by the Shomashodi-Talaimannan route
to Colombo; Their request has been acceded to.
The Ceylon Govt have readily closed the
Tatapassani Camp, then by indicating that
the closure of the Talaimannan route to 3rd class
passengers does not much concern them.

I do not think that any reconsideration is
feasible, but if it is considered that there are
grounds for holding that the undue extent
hardship for a considerable number of Indian
passengers, the D.M. Trincomalee may be
asked to report.


 Ck 24.4.17
25/4/17

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to the 9.4.17.

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No. 410, dated 25.4. 1917

To come at ooty
please.
The
15.11.17

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The Madras Co Ltd, Tuticorin,
is informed that the Govt
have already considered the
suggestion that unskilled
labourers alone should be
prevented from passing to
Beylour by the Tuticorin route,
but in view of the difficulty
foreseen in distinguishing
between unskilled labourers
and other third class passengers,
found it necessary to
prohibit the embarkation
at Tuticorin of third class
passengers in general. The Govt

see no reason to reconsider
the orders passed in G.O. no
326, Home (Misc), D the 30.3.17.

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20.4.17
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25/4/17

To
The Madura Co., Ltd., Tuticorin
(940).

When given for copying
When copied
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When signed

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READ AGAIN G.O. No.
191

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTS.

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IN ORIGINAL.

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